

ment of the aims of the society in this

respect may well be considered a patriotic task. Requests for advance sheets or subscriptions of \$1 for the volume should be sent to B. E. Fernow, secretary, 13 Burling Slip, New York.

"WITHOUT BLEMISH; To-Day's Problem," is the title of Mrs. J. H. Walworth's last novel. It is published by Cassell & Co. of New York, and has for its aim "to maintain that the problem of the negro's future can be

covered by the people who know him and to whom he is bound by ties more enduring than the chains of slavery; to maintain that his mental and moral emancipation must be wrought out on the spot where he is destined to make his home for all time to come" which she says "is simply to espouse the cause of truth and justice," all of which the author does in a very interesting novel, pervaded by the intense interest and peculiar charm with which Mrs. Walworth invests all her works.

THE NEW OFFICIALS

OF THE GREAT HUNTINGTON SYSTEM OF RAILROADS.

Northern Passenger Rates—Presentation to supt. Fleming-Ogden's Successor Appointed.

A few days since a meeting of the holders of stock of all of Huntington's railroads in this city, was held, and the result was a consolidation under the name of the Newport News and Mississippi Valley Company. The first circular issued, which is at hand, is signed by Gen. Wickham, of this city, and is dated at Iowa. The Elizabethan, Lexington and Big Sandy Railroad, heretofore operated by the Chesapeake and Ohio Railroad Company, will hereafter be operated as a part of the Eastern Division of this company, and under authority invested in me by the president of the company, the following appointments are made for the conduct of business: W. B. Rider, chief superintendent; B. F. Fitch, freight superintendent; H. H. Fitch, general passenger and ticket agent; M. L. Quinn, chief engineer; John Garrett, cashier; T. J. Chapman, superintendent of motive power. The headquarters of the above officers will be at Washington, D. C., and the following superintendents, and W. W. Mowbray,

To the officers located at Richmond are committed the general supervision and management of the revenue departments on this division. The superintendent at Lexington will report to the general superintendent at Richmond, but he shall have charge of all the real estate and personal property, the management of the revenue stations and other buildings, the maintenance of the track repairs, of the rolling stock and the proper transaction of the business on his division. The general agent at Lexington will have charge of the freight and passenger traffic, and shall, under their direction, have charge of soliciting and procuring through freight and passengers and the making of local rates both on freight and passengers. He shall also have charge of the development of the local freight and passenger traffic, and shall confer with the superintendent of the division and officers of the company in regard to all matters that will in his judgment develop

Southern Passenger Rates.

It is claimed that Mr. Colburn, general manager agent of the Cincinnati Southern, is asking more for the representatives of the other lines are willing that he shall have. He wants to make rates through Houston to Sherman, via Memphis, still holding a higher rate than the others. The Tennessee, Virginia and Georgia object. A strong effort will be made to arrange a compromise of these differences, otherwise it is believed that there will be some more trouble in passenger traffic. The fact that the Cincinnati Southern is not a member of the Southern Passenger Committee places her in position to make the fight.

Handsome Testimonial.

General Superintendent Fleming of the St. Louis, Iron Mountain and Southern railroad, who left here for Little Rock, Va. has been "spruced up" by the citizens of this city. He is a Little Rockian, who, on behalf of Little Rock

friends and former employees, presented him with a \$1000 watch and a pair of sleeve-buttons. The presentation speech was made by Mayor John D. Adams of Little Rock. A very neat response was made by Mr. Fleming.

Ogden's Successor.

Gen. A. Pope, passenger agent of the Norfolk and Western Shenandoah Valley railroad, has been appointed general freight agent of the East Tennessee, Virginia and Georgia railroad, to succeed Jas. H. Ogden, recently appointed pool commissioner of the consolidated traffic lines south of the Ohio river.

New Orleans Market.

NEW ORLEANS, LA., February 2.—The market is quiet but steady, and nominally unchanged. Clearings of the banks, \$2,051,765.

Receive

On and after this date I shall offer

C. Mun

No. 205 MAIN
CONSIST

Hardware, Cutlery,
Sawmill Supplies, Agr

GRASS and COTTON RO

and I shall continue to sell from day to day at this
time for Building, Mechanical, Farming &c
supply their wants at rates greatly to their ad

MEMPHIS, February 1, 1886.

LEMMON

WHOL

Dry Goods No

DRY GOODS, NO
— **AND**
GENTLEMEN'S FUR
Nos. 326-328 Main St.
WE ARE IN DAILY RECEIPT OF DESIGNS
WHICH we offer to the trade upon the most
favorably with those of any market in the U.
Buyers.

your
wed.
The first day of January, 1886.
A copy attest:
J. McDOWELL, Clerk and Master.
By H. F. Walsh, Deputy Clerk and Master.
Miller & Gilham, sol. for compit. wed.

DISSOLUTION.

THE firm of BOYLE & CUMESTY has
this day dissolved by mutual consent. The
undersigned will continue doing business,
and will assume all debts and liabilities of
said firm of Doyle & Cumesty.
BILBOE & CUMESTY.

ELECTION NOTICE.

THE annual meeting of the stockholders
of the Memphis Gas Light Company will
be held at the office of the company, No. 56
Madison street, Memphis, Tenn., Monday,
March 1, 1886, to elect seven (7) Directors to
renew the company during the ensuing year.
Election from 10 a. m. to 1 p. m.
JOSEPH CRAIG, Secretary.

Our Sale.

FINISHING GOODS,
Street Memphis, Tenn.
ABLE FALL AND WINTER GOODS.
 at favorable terms. Our prices will compare
 with the best of the United States. Special inducements to Cash
LEMON & GALE.

